

REMARKS

Claims 1 - 3 remain in this application. Claims 1 and 2 have been amended. Reconsideration of this application in view of the amendments noted is respectfully requested.

Claim 2 was objected to because lines 2 - 3 do not read properly. Applicant has therefore amended claim 2 to read in part that "said anti-roll means is connected between connection points corresponding to points at which the one end of each suspension arm is pivotally mounted to the frame" to clarify the claim language. Applicant submits that this claim is supported by the specification on page 9, lines 17 - 20 and Figs. 3A and 3B. Applicant has also change the word "it" to --said anti-roll means-- for clarity.

Claim 1 was rejected under 35 USC Section 103(a) as being unpatentable over McJunkin, Jr. (U.S.P.N. 3,711,079, hereinafter "McJunkin") in view of Wilson (U.S.P.N. 5,938,221, hereinafter "Wilson"). Applicant respectfully traverses this rejection.

The suspension arms (126) of applicant's suspension system have their one ends mounted pivotally to the frame or chassis by means of the anti-roll means (25) which is connected rigidly and directly between the suspension arms. In other words, the suspension arms (126) are connected indirectly to the frame or chassis via the anti-roll means.

This feature, which is described in the specification between lines 22 on page 15 and line 14 on page 16 in respect of Figures 9A and 9B of the drawings, clearly distinguishes the client's system from that of McJunkin.

In contrast, McJunkin's stabilizing bar (22, 23, 33) is connected to the respective leaf springs (12, 13) which, in turn, are pivotally and directly connected (at 15, 17) to the frame members (10, 11) of the vehicle chassis.

Thus, in applicant's suspension system, the reverse arrangement applies, in that, the suspension arms (126) of the embodiments shown in Figures 9A to 9D are clamped to

respective opposed ends of the anti-roll bar or tube (25) which, in turn, is mounted pivotally (at 128) to a vertical bracket (129) of the vehicle frame or chassis, this arrangement being shown particularly clearly in Figures 9A and 9B of the drawings.

Therefore, it would not be obvious for one of ordinary skill in the art to modify McJunkin's leaf spring suspension by combining with it the air springs of Wilson (US 5938221), as the structure of such a combination and its resulting operation would be totally different to that of the applicant's air suspension anti-roll stabilization system.

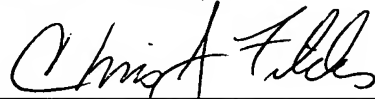
For these reasons, McJunkin does not teach or suggest the features of the presently claimed invention. Further, there is nothing in the teaching of Wilson which would enable one skilled in the art to overcome the aforementioned shortcomings in McJunkin when contrasted with the present invention as now claimed. Therefore, applicant respectfully requests that the Section 103(a) rejection of claim 1 over McJunkin, Jr. in view of Wilson be withdrawn.

This preliminary amendment is felt to present the claims in condition for allowance. Favorable action is requested.

Respectfully submitted,

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